

either through or over the Rockies, who's lowest pass 10,000 feet.

In 1881, the route to the west coast was Salina Canyon, Sevier Vally, Clear Creek and West Desert.

Even though Salt Lake route was filed with U.S. Land Office, they were hung up out of Denver Black Canyons Royal Gorge. However, they leap-frogged wherever they could get narrow gauge in Southern Colorado or Utah. June 13, 1881 they bought the 60.3 miles of URR to Plesant Vally(Scofield) on a foreclosure sale.

Milan Packard of Springville financed the narrow gauge to coal mines in Scofield (Pleasant Vally).

The purchase by Rio Grande did not become offical until 14 June 1882. In the meantime, rumors were out, and this was the springboard to start new alignment. From Clear Creek, change to Tucker and abandon the route up Starvation to Scofield, and build a new line to Soldier Summit-Colton, with a branch west to Scofield & coal mines. The push was then to build east to meet the westward construction to the mines of gold, silver, and coal found in Rockies Western Colorado & Utah linkage to Salt Lake City.

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The Simeon Comfort and Edith Hanna Cornaby Powell home-  
steaded at Tie Fork in 1885.

William Williams married Hanna Caroline Powell, 25 Dec. 1900 at Tucker, Utah. Annie, one of their first twins, born 9 December 1901, died 13 August 1904 and is buried at the

Tucker Cemetery.

Thomas Cornaby Williams, born 17 April 1904, died 15 May 1904, buried at Tucker Cemetery. --- Dora C. Williams, born 30 May 1916, died 12 October 1916, and is buried at Tucker Cemetery. --- Doris Pearl Williams, born December, 26, in Springville, Utah, died 29 December 1923, buried in Tucker Cemetery.

At some time after Dick Miller's burial, a picket fence was built to protect the area from livestock and designate the site as a final resting place for mortal remains of deceased from the town and surrounding ranches.

Family members have been very dedicated to visit the site since 1900. Access was limited due to the juncton of two streams and steep grade that afford use by foot or wagon.

One of my earleist memories was collecting wild flowers in Tie Fork, putting them in wash tubs and going by taem and wagon on Memorial Day for decorating and cleaning the grounds.

In 1943, Allen B. Williams had collected money from family relatives to build a new steel post fence (heavy duty angle iron post) that was cemented in the ground, with seven foot wire replacing the dilapidated picket fence.

Family work days were scheduled and posts, wire, and cement was piggy-backed from forks of Soldier Creek up the 200 foot bluff to the cemetery. Hard work, love, and memories of togetherness mark this event in our minds in

remembrance of those who had passed from this mortal existence. This remains as a hallowed spot.

Years passed in our minds, we assumed the cemetery was Rio Grande, or under Federal ownership and was protected in perpetuity. My career was with the U.S. Forest Service, as a Ranger and administrator for 30½ years. My last position was as Branch Chief on the Wasatch-Cashe N.F. Head Quarters in Federal Bldg. in Salt Lake City, Utah.

In 1973, before I retired, I was curious to find out the land ownership of Tucker Cemetery, so I went to U.S. Geological Survey Office and State BLM offices. Neither showed a cemetery existing.

I said, "There was, at the BLM Office, and the fellow in charge of map section said, "Well, if there is, they are in tresspass."

I said, "OK, you go tell them, my brothers and sisters, to leave. I want to see them." He did not respond.

I found the BLM sold the land in two pieces to sheepmen Bill Morgam & John Aagard Sr. in 1957. So, I got in touch with the latest owners, Eldon Jacob and John Aagard Jr. and his brother, Vance, and aquired 5.76 from Jacob and 3.69 acres from Aagard's.

It looked like the cemetery was on Jacob's piece. Upon survey, by land surveyor, Richard Heap, it showed the cemetery was about 40 feet to the west. So, Aagard's were kind enough to sell the additional piece to make it a complete package.

1. Italian - no name - no mark } identification.
2. Dick Miller - No dates, Unknown logger w/stone.
3. Robinson - Grandma & Grandpa  
no first names or dates on headstone
4. Italian - name not readable on stone.  
Born 1907 died 1907 -
5. Doris Pearl Williams  
Born 12/26/1921  
died 12/29/1923  
Daughter - W.T. & Hannah C. Powell Williams
6. Thomas C. Williams  
born 4/17/1904 } son W.T. & Hannah C.  
died 5/15/1904 } Powell Williams
7. Annie R. Williams (twin) (Ann Reese)  
born 12/9/1901 } daughter W.T. & Hannah C.  
died 8/13/1904 } Powell Williams
8. Dora C. Williams  
born 5/30/1916 } daughter W.T. & Hannah C.  
died 10/2/1916 } Powell Williams
9. Frank H. Jones  
born 3/19/1840  
died 11/25/1904
10. Sackett (Infants - two still born babies)  
(Parents Edward W. & Edith Amelia Powell Sackett)
11. Mass Burnell  
Born 2/14/1869 - Died 4/18/1913
12. Baby Scott - Born 7/11/1910 - D 7/5/1910
13. John S. Lee - Born 11/29/1848 - D 5/20/1910
14. Harshburger (Unmarked grave)  
A boy about 10 drowned flood at Tucker 1910  
(No marker - Identity by Wms family)
15. Frank Ballard - Born 10/10/1888 - D 7/4/1900  
Son James S. & Isabella Ballard
16. Infant Ballard - No dates
17. Leevon Vannetta - Born 11/19/1894  
(Emmie Lee Vannetta) Died 8/26/1901  
(Mother)
18. Minnie L. Nason - Born 4/2/1899  
Died 1/30/1901 - Daughter { E. B. and  
Elizabeth N.
19. Katie Brook - Born 3/30/1892 - Died 7/15/1900  
Daughter William & Edith Brook
20. Elgen Atwood - Born 5/4/1899  
Died 5/20/1899  
Son - Alongo & Jennie Atwood

(Number Identification to Tucker Cemetery Plotting)

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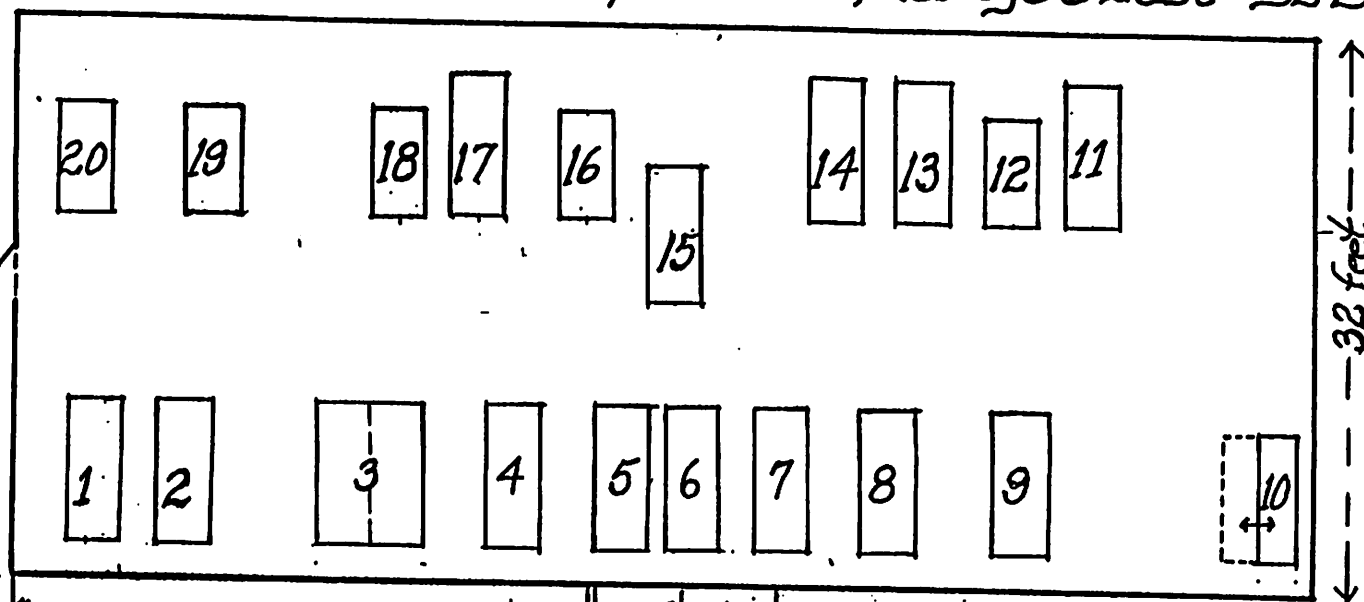
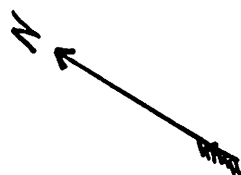
7/24/1979  
G.G. Williams

# TUCKER TOWN CEMETERY

Spanish Fork Canyon

Section 24, Twp 10 South, Range 6 East SLBM

Lies 31° West of  
North



Hope Manwaring Williams  
Birth Date: 3-28-18

21 22

Grant G. Williams  
Birth Date: 9-16-17

Plots & Headstones Checked Memorial Day 5/30/79 by:

Allen B. & Delila Williams  
Edith Williams Robertson  
David Clark Williams  
Grant G. Williams

Page 1 of 2

Plotted by: Grant G. Williams  
7/24/1979

## HIGH LIGHTS OF HISTORIC INTREST:

1. We have three sisters and a brother buried in Tucker Cemetery.
2. Railroad History
  - A. Utah Railway
  - B. Rio Grande
3. William T. and Hanna C. Powell Williams owned the Williams Reese Mercantile Store in Tucker 1907-1910
4. All but two of the Williams children went to school at the Tucker school, W.T. Williams, School Board member Tucker Prescient
5. W.T. and Hanna C.P. Williams owned the original Simeon Comfort Powell ranch, homesteaded in 1885 at Tie Fork by Powells
6. Grant & Hope Manwaring Williams bought the Cemetery property in 1988 and 1990, built the cabin at the cemetery site.
7. Grant & Hope Manwaring Williams plan for their burial at Tucker Cemetery.
  - a. have marker in place
  - b. Vaults in place
8. Cemetery platted 5/30/79 Edith W. Robertson; Allen B. & Delila G. Williams; D. Clark Williams; Grant G. Williams.

Hopefully, part of the old Ranch at Tie Fork, and Tucker Cemetery , will remain as memories and historical sites in perpetuity for all descendants down through the ages.

Written by Grant G. Williams

June 10-22 1993

### Sources;

1. Family History & Records
2. Conversations with Family Members
3. D&RG Project ch 6. by Merideth Wilson, owned by Allen B. Williams
4. See 1979 plot of cemetery.

## GULLULY

Gulluly provided water for the old steam engines. There was a telegraph station, with three operators working around the clock. Mr. Coburn had a home in Tucker, and a ranch in Gulluly. The railroad maintained a spur siding for trains coming down the summit. The spur ran uphill, and all trains were required to stop before reaching the spur turnout. If they did not stop, it was a signal to the switchman that the train did not have enough steam to brake effectively after having come down the steepest part of the grade. The switchman would quickly turn the train onto the uphill spur where it could come to a safe stop. It's reported that a couple of trains were not stopped and turned over in the middle of Tucker.

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### A Memory-by Betty Elliot Hartley

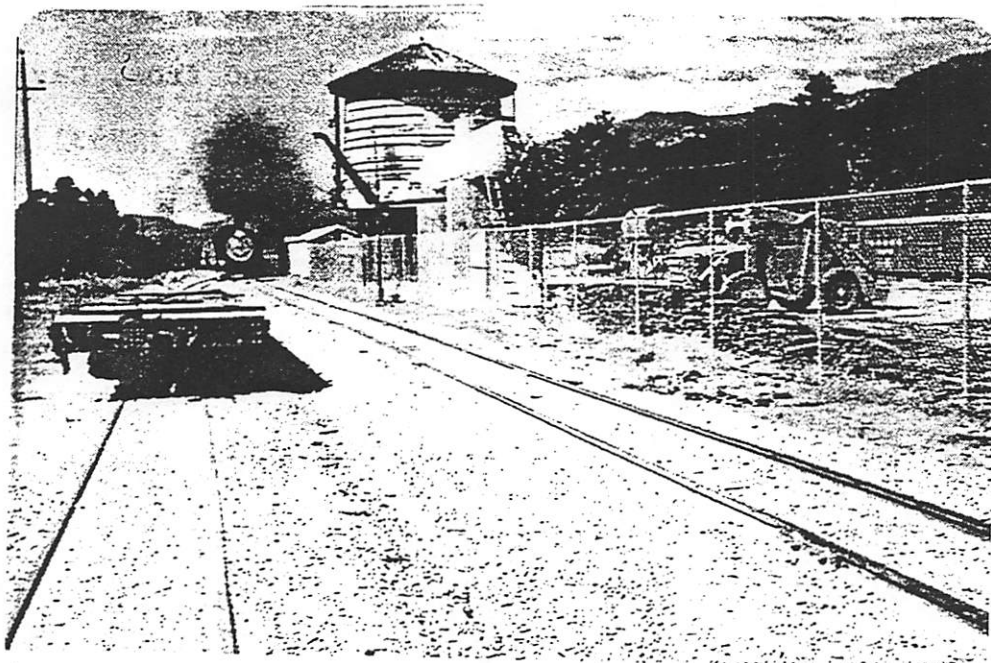
"While growing up between the years of 1923 and 1938, the old railroad water tank at Gulluly was a favorite rest stop for our family as we traveled, to and from, Carbon County and Utah County. I can still remember (1993) how patient Dad (Ray Elliott) was with us five kids, as we waited for him to withdraw the refreshing water from the huge, round water tank, so we could each savor the cool liquid. Somehow the long trips over the narrow, unpaved road didn't seem so tedious after our thirst was quenched at the Gulluly water tank.

A pang of regret touched my heart when the majestic

old tank was completely removed from the roadside many years after I was a married woman, because I never passed it without feeling a rush of those special times with my Dad."



View of Gulluly, Utah



Railroad Water Tank at Gulluly

## SOLDIER SUMMIT

For many years, Soldier Summit was known as Grassy Pass. Jim Bridger and Bill Jackson passed through the area in 1840 and John Fremont camped on the Pass in 1843.

Altho several stories exist as to how the name originated the most authentic is told by Vern Jeffers of Springville, who has researched it.

Mr. Jeffers reports that in 1861 some soldiers from Johnston's Army were ordered home. They had been stationed at Camp Floyd, to the north and west of Utah Lake. About 40 officers and enlisted men were given permission to leave the U.S. Army and go south to join the Confederate Campaign. Two days after leaving Camp Floyd, they arrived at Grassy Pass and tried to make camp in a blizzard. Extremely cold weather followed, and 6 or 7 men and a 14 year old boy were frozen to death. They were buried close to the spring near the summit of the pass. The fate of the other party members is unknown and makes it hard to document the story. As the burial became known the name of Grassy Pass was forgotten and the summit became known as Soldier Summit

A small snowshed and depot were built that first fall, and the railroad workers spent the winter in tents. In 1881, the Rio Grãnde Western and the Denver and Rio Grande Railroads came together at a point near the Utah-Colorado border. Soldier Summit was then a fairly important station on the narrow gauge line. When standard guage tracks was installed in 1890, a new depot, a small enginehouse and

some employee houses were constructed.

By 1900, over 400 people lived in the town, and a new jail was built. It is one of the few remaining buildings. In the building boom both a Mormon and a Community Church were erected as well as three new saloons. A dairy, general stores, bakery, drugstore and a post office were built. As time went on, there were two barber shops, a garage, and a two story depot with a doctor and dentist office on the second floor. There was a popular show house which offered gambling and nightlife on the main floor and contained bedrooms upstairs.

Over 50 men were employed in mining ozocerite near the town.

By 1918, after the Denver & Rio Grande and the Rio Grande Western had united in operation, it was decided to make Soldier Summit a main repair shop for helper engines and a subdivision point between Grand Junction, Colorado, and Salt Lake City. A new engine house and a machine shop capable of servicing 30 locomotives in a 24 hour period were built. A large water treatment plant was constructed, and water was piped from White River several miles away on Ranger District lands. Part of the old trestle and water transportation system can still be seen in the Right Fork of White River.

Things were extremely prosperous until 1929, when the railroad decided to move its shops to Helper, Utah and to Thistle. Most of the employees were transferred and

the engine house and machine shop were torn down. The houses were sold and moved away. The wax mine closed, and the introduction of the Diesel meant that fewer helper engines would be required. When central electronic controls were established, the railroad transferred all their employees to other locations.

The railroad has also experienced several accidents in Spanish Fork Canyon. As early as 1892, the Rio Grande Western had an engine derailed at the mouth of Pole Canyon, just a few miles up Spanish Fork Canyon. In December 1964, two Diesel engines collided at Mill Fork. In December 1967, 13 cars derailed and went down the embankment at the mouth of Spanish Fork Canyon. In 1970, in nearly the same location where the 1892 wreck occurred, 40 cars derailed and caused extensive and expensive damage. Of the 40 cars 27 were totally wrecked. Although other derailments and wrecks have occurred, the 1970 wreck was the most costly. However, one occurred in 1991 or 1992 up Spanish Fork Canyon, the extent of the damage is not determined.

In spite of the problems of Spanish Fork Canyon, like other events in our lives, our home place holds great love and attraction for the events that have happened there.

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LET THIS BE HEAVEN

Oh, God, Let this be Heaven -----

I do not ask for golden streets

Or long for jasper walls,

Nor do I wish for pearly shores  
Where twilight never falls,  
Just leave me here beside these peaks  
In this rough western land,  
I love this dear old world of Thine  
Dear God, You understand.

Oh, God, let this be Heaven ----  
I do not crave white, stainless robes,  
I'll keep these marked with toil;  
Instead of straight and narrow walks  
I love trails sofe with soil;  
I have been healed by crystle streams,  
But these from snow-crowned peaks  
Where dawn burns incense to the day  
And paints the sky with streaks.

Dear God, Let this be Heaven---  
I do not ask for angel wings-  
Just leave that old peak there  
And let me climb 'till comes the night  
I want no golden stair.  
And when I say my last adieu  
And all farewells are given  
Just leave my spirit here somewhere--  
Oh, God, Let this be Heaven.

By Harrison R. Merril

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Thanks to all who contributed in any way to make the publication of this book a successful endeavor, and a special thanks to Betty Hartley for the typing and to Kathy Strinham and Betty for their work in editing and arranging the pictures and material. We say thanks and thanks again.

On Sept. 20, 1993 in appreciation, I gave Betty and Kathy, each, an original oil painting I had done.

Delila Williams  
Allen B. Williams

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